

What's next?

In fall 2001, King County will complete a State Environmental Policy Act checklist to determine the project will not involve any potentially significant adverse environmental impacts; recent traffic analysis also shows that the expansion will have limited traffic impact, particularly during peak hours.

In the coming months, Metro will also be submitting a use permit, completing property acquisition, helping affected businesses in relocation efforts and continuing public outreach efforts.

Construction of the parking garage beginning in 2003 will be the first part of the expansion project. That step will enable expansion of base operating capacity while efficiently using property in the area.

Atlantic and Central Base Expansion Project Schedule

Task	Start Date	End Date
Environmental review process	1999	2001
Property acquisition	2001	2002
Planning, and final design	2002	2005
Business relocation	2002	2002
Parking garage construction	2003	2004
Coach parking construction	2003	2005
Maintenance and operation building construction	2004	2007

Want more information?

Metro will be working with area businesses that require relocation assistance. For more information, please contact Gerrie Jackson, real property agent, at (206) 684-1334.

If your group or organization would like a presentation on the Atlantic/Central Base Expansion Project, or if you would like more information about the public review process, please contact Patrick Duhon, community relations planner:

- Mail: King County Department of Transportation Community Relations, 201 S. Jackson St., KSC-TR-0824, Seattle, WA 98104-3856
- Phone: (206) 263-3424 (voice) or (206) 684-1682 (TTY)
- E-mail: patrick.duhon@metrokc.gov
- Fax: (206) 263-3489.

If you would like your name added to the project mailing list, you may also call the Community Relations Hot Line, (206) 684-1146.

- Web site: www.metrokc.gov/kcdot/alts/basepgm/ACHome.htm

For this information in alternative formats for people with disabilities, please call (206) 263-3424 (voice) or (206) 684-1682 (TTY).

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Report to the community on the Atlantic/Central Base Expansion project Summer 2001

Key to more transit service:

Expanding Atlantic/Central bases

Expanding the Atlantic and Central bus bases is an important part of King County Metro Transit's long-range plan to meet the growing demand from residents and employers for more bus service in King County.

To accommodate more riders and provide more bus service, Metro expects to add about 450 new buses to its fleet by 2020, with up to 200 of those buses operating out of the Atlantic and Central bases by 2010. Metro is therefore expanding capacity at the Atlantic and Central bases to store and maintain its growing fleet.



Construction for the expansion project is scheduled to begin in 2003.

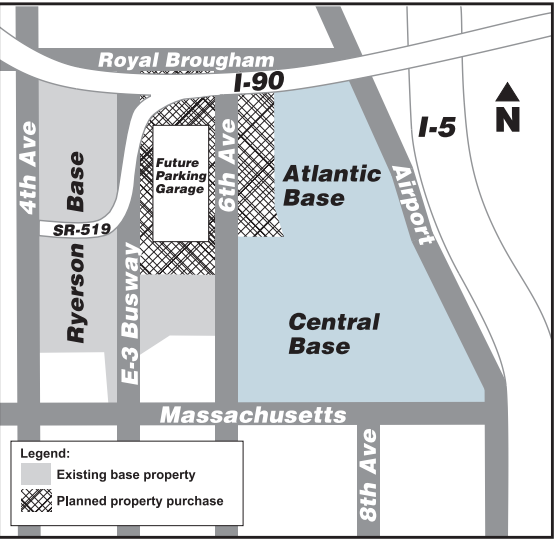
What happens at a bus base?

At bus bases, Metro repairs, cleans, fuels and stores its bus fleet. Bus drivers report to the bases to get their schedules and pick up and return the buses they use for their routes. Metro employs more than 2,500 full- and part-time bus drivers assigned to seven King County bus bases: Atlantic, Ryerson, Central, East, Bellevue, South and North.

Metro has selected bus base locations carefully to reduce the time that coaches travel empty between bases and routes. By minimizing travel time by out-of-service buses, Metro can provide more hours of bus service.

Who are we?

King County Metro is the transit agency responsible for bus service in King County. In addition, under contract to Sound Transit, Metro provides ST Express regional bus service. ST Express connects King, Pierce and Snohomish counties.



Atlantic, Central and Ryerson bases form the Central Campus. The proposed project will affect a few properties that lie between the current bases.

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Transportation Community Relations
201 S. Jackson St., KSC-TR-0824
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Atlantic/Central

Atlantic and Central bases — located in the North Duwamish Industrial District south of downtown Seattle — house, maintain and repair buses serving many of the core routes for Seattle neighborhoods. Because they are so close to each other, the bases are often referred to as Atlantic/Central.

How does expanding the base aid transportation needs?

Solving King County’s transportation problems is a top priority. Metro plays an important role in the overall transportation system that supports our regional economy. Nearly half a million employees ride to work and back every day on Metro buses. In addition, others take the bus for activities such as shopping, touring, recreation and getting to school.

Transit use has grown steadily over the past ten years. Many of our region’s local comprehensive land-use plans promote increased transit service and coverage. That means more bus routes, longer service hours on existing routes and new connections. To add service and continue the same frequency of service for existing routes, Metro needs more buses, operators and mechanics — and a place to park, dispatch, and maintain buses that is strategically located to reduce nonrevenue travel time.

Most of Metro’s bus bases are already operating at full capacity. To accommodate additional buses, Metro must acquire more space and build more bus base facilities.

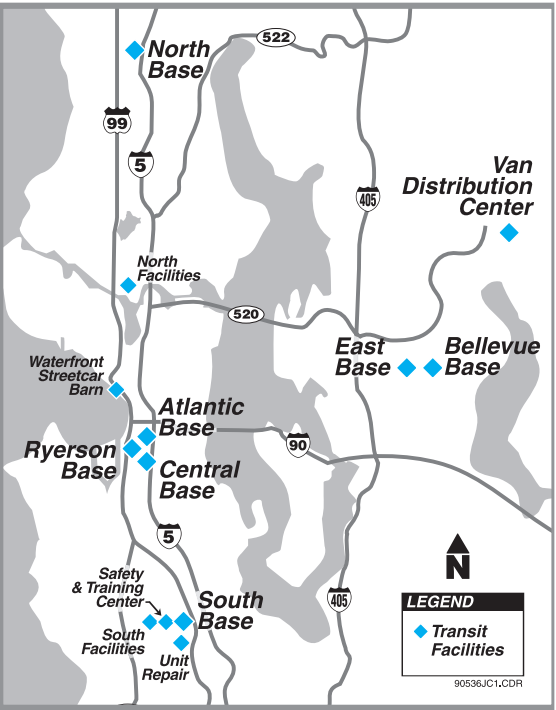


Maintenance workers perform a wide variety of services on buses in the Metro fleet.

Are other bases expanding?

Atlantic and Central bases, known together as Atlantic/Central, are not the only locations where Metro is expanding bus base capacity. As part of Metro’s strategic planning process, transit planners have identified the need for increased base capacity on the Eastside, in central Seattle and in south King County. This is how Metro is addressing bus base capacity needs:

- **Eastside.** In 1998 Metro reopened Bellevue Base, which had been closed for regular bus service since 1990 and used for the VanPool and *ACCESS* programs. In spring 1998 Metro opened its new Van Distribution Center in Redmond. That enabled Metro to reopen Bellevue Base for regular bus service and provide much-needed bus base capacity on the Eastside.
- **Central Seattle.** Located in the North Duwamish Industrial District south of downtown Seattle, Metro’s Ryerson, Atlantic and Central bus bases make up what is called the Central Campus. Metro is now expanding its bus capacity at Ryerson Base. Construction is scheduled to begin in 2004, after completion of State Route 519 access improvements.
- **Plans call for expansion of the adjacent Atlantic and Central bases, with new capacity expected in 2005 and additional capacity in 2007. Metro may also need further expansion of the Central Campus after 2020, but there are no specific plans at this time.**
- **South King County.** If bus service continues to increase, Metro will consider building a new base in south King County between 2009 and 2012.



Metro has transit bases throughout the Seattle/King County service area.

Why expand in the Duwamish industrial area?

Bus bases are an industrial use. Also, Atlantic/Central bases are strategically located to minimize the amount of time buses are being driven but not providing service to customers. Since Metro service hours are limited to available funds, additional time driving buses to the beginning and end of routes decreases the amount of service Metro can provide to the public.

Because Metro’s services are subsidized by taxpayers, increased costs directly affect either tax rates or the amount of service available in the entire system. Like other businesses located in the North Duwamish Industrial District — for whom location is critical for delivering products to market in a timely and cost-effective manner — Metro has situated its bases strategically for the cost-effective dispatch of bus service.

Why expand the existing bases instead of building new bases elsewhere?

Reducing cost is an important factor in Metro’s plans. The typical stand-alone bus base requires 12 to 18 acres. By expanding existing bases, Metro can add capacity equivalent to one bus base using half the land area normally required for a single base. Also, by expanding existing bases, Metro saves overhead costs — such as supervisory staff — that would be duplicated with new, separate bases. By keeping costs low, Metro maximizes the number of service hours it can provide.

By expanding rather than building a new base, Metro can add about 31,000 hours of bus service with funds that would otherwise be spent on overhead costs. Using some popular routes for comparison, Route 8 (Capitol Hill to Queen Anne) has 19,725 annual service hours; Route 5 (Phinney Ridge, Woodland Park Zoo and Shoreline Community College) has 46,035 hours.

What’s planned for expanding Atlantic/Central?

- Expansion at Atlantic/Central is scheduled to occur in two stages, enabling Metro to immediately use the additional capacity.
- By 2004, completion of a parking garage for Atlantic/Central employees and service vehicles.
- By 2007, Atlantic/Central will house and maintain 185 additional buses.

In the meantime, Metro will build an additional administration building for transit operations, remodel the maintenance building to handle the additional fleet, and do site work and paving in the new bus parking areas.

The expansion project is smaller in scope and will use less property than originally planned. Before May 2001, the proposal included the addition of a new, independent operating base next to the existing Atlantic/Central base complex to meet long-range operational needs. This element has been deleted from the expansion project. Depending on future capacity needs of the Metro system, a separate planning process will decide where in the metropolitan area to place a new base.

Did you know?

- Atlantic Base has been located in the North Duwamish Industrial District since 1941.
- Atlantic Base houses and dispatches all electric trolley buses serving Seattle.
- Central Base is the only base that provides 24-hour bus service.

Current base facts

Buses housed/serviced at Atlantic and Central:	about 340
Capacity of Atlantic/Central:	about 370 buses
Capacity of Central Campus: (Atlantic, Central and Ryerson):	about 570 buses
Employees at Atlantic/Central:	about 1,100
Metro employees in North Duwamish district:	about 1,700
Routes served out of Atlantic/Central:	40
Annual service hours out of Atlantic and Central:	about 1,009,829
Annual service hours out of Atlantic, Central and Ryerson:	about 1,579,255

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